RAILWAY STATISTICS

INCOME AND EXPENDITURES OF 570 OPERATING COMPANIES,

Gross Earnings in a Year Were 8949,-639,075, and Net Earnings \$306,-210,744-Weekly Car Movement,

The Interstate-commerce Commission has just issued a preliminary report on the income and expenditures of railways in the United States for the year ending June 30, 1894, prepared by its statistician. The report contains the returns from 570 operating companies, whose reports were filed on or before Nov. 23, 1894, and covers the operations of 149,559.21 miles of line, or about & per cent, of the total operated mileage in the United States. The gross earnings from the operation of the 149,559.21 miles of line represented were \$949,639,075, of which \$200,137,142 were from passenger service, \$617,-958,498 from freight service and \$22,420,298 were other earnings from operation, covering receipts from telegraph, use of cars, switching charges, etc. The operating expenses were \$843,428,331, leaving net earnings of \$306,210,744. Reduced to a mileage basis, the earnings from passenger service were \$2,067 per mile of line; from freight service, \$4,132; total gross earnings, \$6,350; operating expenses, \$4,302; net earnings, \$2,048. A comparison of these items with similar results from the complete report of the previous year shows a decrease per mile of line in earnings from passenger service of \$53; in earnings from freight service of \$774; in total gross earnings of \$840; in operating expenses of \$574, and in net earnings of \$266.

The number of passengers carried were 505,285,446; passengers carried one mile, 12,-889,926,578. The number of tons carried was 571,955,942; tons carried one mile, 70,426,244,-965. In order to show the volume of traffic for all the railways these figures should be increased 14 or 15 per cent. To compare the density of traffic with the previous year these figures are reduced to a mileage basis, which shows the number of passengers carried one mile, per mile of line to be \$6,253, as compared with \$3,809 in 1893. That there has been an increase in passenger traffic regardless of the commercial depression is due to the unusual amount of travel in July, August, September and October, 1893, on account of the World's Columbian Exposition. The number of tons carried one mile per mile of line was 470,893, as compared with 551,232 for 1893. These fig-ures show the decrease in volume of freight traffic occasioned by the demoralization of

business throughout the country.
The net earnings available for the payment of fixed charges and dividends was \$306,210,744, as aginst \$350,766,607 for the same roads for the previous year, a decrease of \$44,555,862. It is probable that the decrease in net earnings of all the railways will exceed \$50,000,000. The dividends paid were \$62,464,961, as compared with \$66,464,130 for 1893. After the deduction of dividends it is found that all of the groups, except Group VI and Group X show a deficit instead of a surplus from the operation of the year, the aggregate amount of such deficit being \$28,032,621. This fact shows that a part of the dividends were either paid out of the accumulated surplus of past years or that their payment necessitated an increase in the current indebtedness.

The report also shows the average receipts per passenger per mile and the average receipts per ton per mile for the year ending June 30, 1894, covering the mileage represented. Regardless of the decrease in traffic there has been a decline in rates during the year, the average re-ceipts per passenger per mile being 1.976 cents, as compared with 2.108 cents in 1893, and the average receipts per ton per mile .866 cept, as compared with .878 cent in 1893.

Increase in Freight Tonnage. As for ten weeks past the tonnage of freight moving continues considerably in excess of the fall of 1893. The fifteen lines received and forwarded at Indianapolis last week 17,936 loaded cars, which was thirtysix fewer cars than in the week ending Dec. 1, but, going back to the corresponding week of 1993 it will be noticed that 2.688 more loaded cars were handled at this point this year. The east-bound movement continues very heavy; shipments of corn, oats, flour, provisions and live stock have been heavy as compared with December, 1893, and indications point to a heavy business in that direction for some time to come. Westbound business is light, only a light tonnage of high-class freights coming west, but in lower class freights there has been some increase. With the Vandalia, the Panhandle and the Big Four lines the east-bound movement is 50 to 75 per cent. heavier than the west-bound traffic. The Panhandle's Indianapolis division last week forwarded from here 1,203 cars, against 694 brought in, and the business of the other east-and-west lines was much in the same proportion. North-and-south roads are doing better than a few months ago, and as their cars are loaded largely in both directions it is favorable to earnings. The Louisville division of the Pennsylvania lines brought in 412, against 494 loaded cars forwarded. The Lake Erie & Western forwarded 311, against 275 loaded cars brought in, and with the north-and-south lines the volume of business is weekly becoming more satisfactory. Owing to the mild weather the coal movement is not as heavy as last month, while the live stock shipments are at a maximum. The Big Four last week fell 44 short of handling as many loaded cars at this point as in the week ending Dec. 1, while the Panhandle lines handled at this point eight more loaded cars than in the week preceding. The Peoria & Eastern handled 117 more loaded cars than in the week ending Dec. 1. The officials of the Indianapolis lines have reason to be gratified that their roads are doing so much more business this year than last, while in many sections the roads are falling far below the volume of business last year. Below is given the car movement for the week ending Dec. 8 and Dec. 1 and the corresponding week last year:

The Contractions of	304	324
C., H. & D. (Ind'p'lis div). 716	612	428
L. E. & W 586	674	561
PennI. & V 806	915	499
PennJ., M. & I 906	889	596
PennChicago div 718	777	445
PennColumbus div 1,897	1,738	1,904
P. & E., East div 762	741	675
P. & E., West div 872	776	876
Big Four-Chicago div 1.714	1.652	1,370
Big Four-Cincinnati div 2,037	2,181	1,831
Big Four-St. Louis div 1.864	1.983	1,772
Big Four-Cleveland div 2,064	2.284	1,670
Vandaha 2,257	2,038	1.987
Totals	17 979	15,248
Empty cars 4,381	4,360	4,028
Total movement22,317	22,339	19,276

L. N. A. & C., Air-line.. 366 352 310

Dec. 8. Dec. 1. 1893.

Name of Road.

The Pennsylvania Wins.

Some months ago it was mentioned that the Pennsylvania Company, which practically operated the Grand Rapids & Indiana, and under certain conditions guaranteed the interest, had begun its usual tactics to secure full control of the property on more advantageous terms, and to that end had let the interest go by default on certain liabilities, expecting that this would result in a reorganization and placing the bonded debt at a lower rate of interest. Now the announcement is made by a Philadelphia paper that arrangements have been nearly perfected for the reorganization of the Grand Rapids & Indiana Railroad Company, and when they are completed the interest-bearing bonds of the company are to be refunded at a lower rate of interest. This company is connected with the Pennsylvania Company through some sort of lease with the Pittsburg, Fort Wayne & Chicago railroad, and as the lat-ter company now belongs to the Pennsylvania Company, all its franchises, leases and contracts are the property of the lessors. Besides this the Pennsylvania Company is a guarantor of the Grand Rapids's 7 per cent. bonds, and as the company has defaulted on the interest on these bonds the Pennsylvania Company has been compelled to purchase the coupons. While the holders of these securities have not been averse to selling their coupons to the Pennsylvania Company, a number of the large security holders have got together to devise some means for lifting the company out of its financial difficulty. It was thought, about two years ago, when the interest on the 5-per-cent. bonds was defaulted on that it was only temporary, and the interest would soon be resumed, but when the interest on the 5, 6 and 7-percent, bonds was defaulted on last year the security holders awakened to the fact

that instead of improving the company was

in a worse condition than ever. It is con-

tended that there are no signs of the com-

pany bettering itself, as its bonds draw a

too high rate of interest. When the interest on the 5 and 6-per-cent, bonds was de-

faulted on a number of the security holders favored foreclosing the mortgage on the road, but wiser counsel prevailed, and it is now the intention to scale down the interest of the various bonds. The G. R. & I. has a total mileage of 592 miles. Its main line is 366 miles in length, extending from Fort Wayne to Mackinaw City. Besides this, it controls, operates and leases 226 miles, part of which is on a trackage arrangement. The roadbed and equipment are said by those well informed to be in excellent condition. cellent condition, the net earnings since the default in interest began having been expended in improvement of the same.

The S. C., O'N. & W. The order of Judge Caldwell, of the United States Court, filed in St. Louis Saturday, ordering the sale of the Sloux City, O'Neil & Western rallway, or Pacific short line, to satisfy a judgment in favor of the Manhattan Trust Company, of New York, ends a long line of intricate legal proceedings, covering several years, and is the outgrowth of the sensational failure of the Union Trust Company, of Sloux City. The case has been complicated through the efforts of a large number of New England creditors to establish a prior claim to the road and its assets. When the Union Trust Company, at Sioux City, was doing business in the East, it disposed of a large amount of commercial paper to New England investors, claiming to hold \$2,500,000 of the Sloux City, O'Neil & Western bonds in its vaults as security. When the Union Trust Company collapsed it was discovered that the bonds in question were held by the Manhattan Trust Company in trust for Kennedy, Tod & Co., as beneficiaries. The Manhattan company brought suit to fore-close the road, and the New England people, who had been led into numerous projects by the Union Trust Company, of Sioux City, endeavored to establish a prior claim to the bonds. They first went before Judge Caldwell at St. Paul, and filed an answer to the Manhattan company's petition, hoping to force themselves into the case. Judge Caldwell declined to admit the answer. Then they endeavored to get into the case by filing a cross-bill, but this effort also failed. As a last resort they commenced suit in intervention, but this project failed. At St. Louis, last week, the New England creditors of the Union Trust Company were represented by two distinguished attorneys of Boston, and they made strenuous efforts to get a foothold in the case so as to participate in the proceeds of the sale, but Judge Caldwell failed to see the justness of their claims, and finally ordered the sale of the property for the benefit of the Manhattan Trust Company. The Sioux City, O'Neil & Western railroad has had a sensational and pre-carlous existence. It was built as an aid to the Sioux City boom, and was plunged now believed the Illinois Central will buy the road, as it is an important feeder, and may constitute a part of its transcontinental line some day.

The Big Four Making a Mistake. Shippers at the Indianapolis stock yards are complaining bitterly that the Big Four does not furnish cars to ship to New York and New England points, and express the opinion that it is a mistake on the part of the company. A few years ago the Beeline stood at the front as a live stock line, but of late years the business has been allowed to run down. There is now an ex-cellent opportunity for the Big Four to recover this business at no great expense. All that is needed is to furnish the cars. On Saturday there were twenty carloads of stock at the yards to go to New England, and the Big Four could furnish but three cars. The Pennsylvania could have furnished all the cars required had the shipments been to any point their lines readily reach. Shippers to Eastern markets say that for weeks the Big Four has failed to furnish the stock cars wanted, and there is a good deal of feeling over the matter among the stock yards people.

Future of the L., E. & St. L. Despite the numerous evidences that the Brice-Thomas syndicate is seeking to secure control of the Louisville, Evansville & St. Louis Air-line it is denied that this syndicate contemplates such action. General Manager W. H. McDoel, of the Louisville, New Albany & Chicago, and Receiver and General Manager E. O. Hopkins, of the Air-line, arrived in St. Louis Saturday. For some time past rumor has credited the Brice-Thomas syndicate with making an effort to secure control of the Louisville, Evansville & St. Louis Air-line. Mr. Mc-Doel, however, denied in the most positive way that negotiations leading toward the purchase of the property were in progress.

Disgusted Engineers and Firemen. The engineers and firemen of the Atlantic & Pacific railroad have engaged an attorney to look after their interests. They say they have become tired of paying the grand officers of their organization \$10,000 to \$20,-000 a year in addition to heavy local dues. They say that in time of trouble the officers took sides with the company and sanctioned the discharge of men on account of the American Railway Union without hearing their claims.

Personal, Local and General Notes. In November the Panhandle took out of the Indianapolis stock yards 574 cars of live stock for Eastern markets. James McCrea, first vice president of the Pennsylvania Company, who has been East

for several days, returned on Saturday. The Evansville & Terre Haute has just completed a five-mile branch from Decker Station, which brings it into an immense lumber field.

The Columbus & Hocking Valley has declared a 21/2 per cent. dividend on its pre-ferred stock. Under the management of C. C. Walte this road is rapidly forging to the W. Bruner, assistant general passenger

agent of the Vandalla and the Pennsylvania lines, with headquarters at S:. Louis, spent Sunday with his family, who still reside here.

The Dominion Express Company will succeed the American Express Company at the expiration of the latter's lease on the Soo lines and on the Duluth, South Shore & The Vandalia and Pennsylvania are pre-

paring the schedule for a fast stock train daily between St. Louis and Jersey City, to make several hours quicker time than has any former schedule. All the passenger locomotives run on the Big Four system which come to Indianap-

olis are housed at the new Dillon-street roundhouse, and the roundhouse at Brightwood is used only for freight engines. Among the first improvements which Harry Miller, superintendent of the Vandalia line, wishes to introduce is interlocking switches and signals at the crossings of other roads. In this respect the Vandalia

is behind the age. George Sherman, general manager of the Vanderbilt fast-freight lines, was in the city Saturday. He says he has not known rates to be as well maintained at any time in the last ten years as at present which he thinks means better earnings. On Wednesday of last week the Panhan-dle lines delivered to the Pennsylvania at Pittsburg 152 emigrants en route to their native homes via New York, and on Friday 125 more. A large per cent. of those returning had been in this country but a

J. M. King, superintendent of the Philadelphia, Reading & New England, has resigned to become superintendent of the Providence division of the New York & New England, and H. D. Masters, chief train-dispatcher, succeeds Mr. King on the

former road. It is said that the reorganization of the Erie Railway Company will be deferred until the earnings are better. The Erie road's capabilities are now far in advance of its business, and the directors hope that before the end of another year the reverse will be the case.

It now looks as if the new transcontinental passenger agreement will become an assured fact, all the transcontinental lines having agreed to become members of the proposed association. These lines have a hard fight to make both ends meet financially, and have little money to throw away on useless rate cutting.

M. E. Ingalls, president, has notified J A. Barnard, general manager of the Peoria & Eastern, that on Thursday of this week he will inspect the property. It is some months since Mr. Ingalls has gone over it, and in the meantime extensive improvements have been completed.

On Tuesday C. E. Schaff, assistant general manager, J. Q. Van Winkle, general superintendent, and William Garstang, superintendent of motive power, will go to Wabash to decide on the location of the new Big Four shops at that point and pre-pare to let the contracts for the work. General Passenger Agent Edwards, of the Cincinnati, Hamilton & Dayton, has instructed agents on the lines to sell tickets for one and one-third rates one way for the round trip for the holidays, not only on their own lines but in connection with the thirty-six roads on which the C., H. &

D. mileage books are honored. It is now definitely settled that the Illinois Central will get control of the Chesapeake & Ohio Southwestern as soon as the reorganization is effected. The arrangement with the Louisville & Nashville having fallen through, the Illinois Central is paying the interest on certain securities us it falls due. Some are of opinion that

there will yet be some litigation between the Illinois Central and the Louisville & Nashville over the outcome of the late

Two new steamers to ply between Benton Harbor and Chicago and Benton Har-bor and Milwaukee in the interests of the Big Four and the Vandalia are to be completed between now and spring. The boats between Milwaukee and Benton Harbor are still running and turning a good deal of business over to the roads named. The Railroad Men's Building and Saving

Association will hold its annual meeting the first Wednesday in January, and the annual report, it is stated, will show that it has been the best earning and largest loaning of any association in this State. Fortunately, every member has been employed during the depressed times and has been able to pay assessments regularly. W. K. Bellis, general manager of the Railway Officials' and Employes' Associa-tion, is sanguine that times are improving. He bases this belief on the large increase in membership of this association in the last sixty days. On Saturday last he was notified by the management of the Evansville & Terre Haute, the Evansville & Richmond and of the Delaware, Lackawanna & Western that their association

The Big Four people have about decided to take the sleeping coach now on Train 18, which is overtaken by the Knickerbocker train at Galion, and run it on the Knickerbocker train from Indianapolis to New York. The Peoria and the Chicago divisions bring in many passengers for the Knickerbocker train, and there are no sleeping-car accommodations for them, so crowded is the St. Louis and New York sleeping coach, which necessitates their getting up at midnight to change from the Cleveland to a New York sleeper.

would be allowed to do business on those

W. B. Jerome, general Western passenger agent of the New York Central, on Friday last rode from St. Louis to Indianapolis on the Knickerbocker train of the Big Four, and he said to a Journal reporter that much of the distance it run fully as fast as the Empire State express, and the track of the road was as good as the New York Central. From such a source the favorable comment is worthy of notice. General Superintendent Van Winkle claims that when stops required at countyseats and railroad crossings are deducted, it is the fastest scheduled train run in the United States.

The Pennsylvania railroad department of the Young Men's Christian Association at Pittsburg have one of the most flourishing organizations of the character in the country. Each Sunday they have some prominent Christian worker address them. Next Sunday D. H. Lovell, superintendent of the Monongahela division of the Pennsylvania line, will address them. The following Sunday John Jarret, secretary and treasurer of the iron and steel manufacturers, and the next Sunday F. W. Keifer, secretary of the North British and Mercantile Insur-ance Company. At all these meeting a male quartet furnishes the music. So numerous are these associations becoming and so successful are they in getting railroad men together it seems that the time has come for Indianapolis to move in the matter. With some three thousand men who call Indianapolis their residence, if proper effort were made, it would seem that something might be accomplished.

STREET-CAR PATRON'S PROTEST.

He Thinks the "Near Crossing" Innovation Is an Outrage on the People.

To the Editor of the Indianapolis Journal: As a patron of the street-car company I wish to enter my protest against the "nearcrossing" order which went into effect yesterday. One day's trial, I think, is sufficient to convince every person that does not live on an asphalt street that no more nonsensical, provoking order could have been issued. Under the old rule the rear end of the car always stopped within stepping distance of the far crossing, and patrons could get on and off without wading through mud. Under the new rule the front end of the car stops within a few feet of the near crossing. As a consequence, it is necessary to walk either directly out from the sidewalk to the rear end of the car or alongside the car from the crossing a distance of twenty feet or more. This is an outrage on the people who live on mud streets (commonly called gravel). In the fall, winter and spring months these streets are a sea of mud and slush, and to ask women and children to wade across them is provoking a wrath that may make itself feit in losses of dollars to the company. South Pine is one of these so-called graveled streets. Yesterday it was covered with mud and water, yet residents of Fletcher avenue who wanted to take a down-town car were compelled to wade across Pine street or walk to the Virginia-avenue line, three squares away. Many, rather than do either, walked down town and saved their

There is another good reason why the "near-crossing" order should not be permitted to live. In all other cities and towns the "farthest crossing" is the stopping place, and as the railway company does not thrive wholly on local patronage it is likely to suffer at the hands of visitors who are unacquainted with the "nearcrossing" innovation. Indianapolis, Dec. 9.

SILVER AND THE PRESIDENCY. A Spiritual Medium Predicts Harrison's Election. Kate Field.

I attended a very remarkable seence recently at which a clairvoyant, Mrs. Bald-win, answered questions that had been written on slips of paper and held in the writers' hands. The audience was promis-

After being blindfolded, Mrs. Baldwin called out name after name, told what each person had written, and answered each question. Every person so called stated that Mrs. Baldwin was correct. Mr. Baldwin proved this assurance by securing the slips of paper and reading them aloud. As some of my friends were answered truthfully. I have no reason to believe that the rest were not equally so.

Clairvoyance is a fact, and Mrs. Haldwin is the most remarkable public performer I have yet seen. Whether she is a true prophet is quite another matter. If she is, the Republican party have reason to re-joice. One well-known gentleman asked, joice. One well-known gentleman asked, "Will the Democratic party win in 1896?"
"Tell Mr. W," said Mrs. Baldwin, while Mr. W.'s bit of paper still remained in his possession, "that the Democratic party will possession, "that the Democratic party will be a servery with the servery will be a servery w be defeated in 1896." Mr. W. was a very much surprised man, and laughingly admitted his question had been answered. "Tell Mr. Blank," continued Mrs. Baldwin, "that Benjamin Harrison will be the next President." Mr. Blank had asked who would be the next President. Mr. Baldwin has such faith in his wife's prophesies that he offered to bet on Harrison then and there, though he is a Cleveland man. This announcement was received with great applause and led to a side remark by a very clever man that surprised me very much. "Now that woman's prophecy is very likely to come true. President Harrison told a friend of mine that he would sign any silver bill that limited its coinage to the American output. In my opinion it will be a race between the two parties as to which can reach this silver goal first. As Mr. Cleveland is committed to a gold standard, and as the Democrats will be antagonized by him for the next two years, no matter how anxious they may be to put themselves on record as favoring bimetallism, it certainly looks now like a Repub-lican walkover in 1896."

"But the Populists are not to be despised," I ventured to suggest. "Certainly not, but let the Republicans play their cards well and they will take the wind out of the Populist sails for the next presidential election at least." "Mr. Reed has shown more favor to silver so far than any other Republican leader, and he certainly has great personal popular-

"Unquestionably. But Mr. Reed, with all his ability and popularity, is an Eastern man. This fact will militate against him, and while in the next convention he may be the favorite, stranger things have happened than a compromise on a man who has won almost universal respect despite his lack of magnetism, and has been tried and not found wanting. Let Harrison come out for the free coinage of American silver and you'll see Mrs. Baldwin hits the nail on the head."

We'll see. Meanwhile it is vastly significant that a small bird tells me of strange doings in Canada. This bird says that private mints owned by Americans are coining silver money to meet the requirements of the Northwest and to use up silver bullion. While this money is illegal, it cannot, in one sense, be called counterfeit, as more silver is put into the dollar than our government allows and the stamp of the United States is more creditable executed. The eagle looks less like a goose. Of course I can't swear to the truth of this bird, but I believe the story all the same, for prohibition always begets secret machinations to defeat it. If men will perjure their souls to get liquor what won't they do to put money in their purse?

Waiting on Silent Bynum.

Philadelphia North American. We are still awaiting Mr. Bynum's bill of particulars in that alleged attempt at

Hood's Sarsaparilla, acting through the blood, reaches every part of the system, and in this way positively cures-catarrh.

NEWS IN SUNDAY'S JOURNAL.

Resume of Important Events Chronicled in the Issue of Dec. 9.

Three men were murdered in a B. & O. box car near Fostoria, O., by robbers. It is believed that Emperor William's anti-revolutionary bill will become a law. President Cleveland has signed the proclamation promulgating the Chinese treaty. It has been decided that widows whose incomes support them cannot draw pen-

The Porte has been advised of the arrest of six members of the Armenian revolutionary committee.

The Senate committee has knocked all the shape out of the Bailey bankruptcy bill passed by the House. The leaders of the Debs strike in Arkan-sas have been indicted by the federal grand jury on the charge of interfering with the

Adry Hayward says that his brother Harry instigated the murder of Miss Ging, and that C. A. Blixt did the shooting. All are in jail.

Gen. Cyrus Bussey has been made pres-ident of the new Republican Old Officeholders' Protection Club, or Knights of

The four men who fatally assaulted farmer McGinty, near Wichita, Kan., have been discovered to be a much-wanted gang of highwaymen.

A St. Louis woman, giving her name as Mrs. J. E. Williams, put on male attire and went to see the other side of Dallas by night. She was fined \$10. Three masked men attacked Mr. Sammerlin, forty-seven years old, who lived near Buchanan, Ga. He killed one of his assail-

ants, but was himself mortally shot. Indianapolis.

John Lawhorn was arrested on a charge of persuading youths to rob stores. Fred J. Conner, the boy burglar, was sent to the penitentiary for three years. An unknown tramp was knocked off the Belt bridge over White river and killed. Attorney-general Ketcham returns from Roby and tells the Governor what he saw. Western Wheel Company, at West Indianapolis, lost \$10,000 by an early morning

James B. Wilson, editor of the People, was arrested for sending obscene matter through the mails. Democratic County Commissioners increase salaries of the workhouse and poor farm superintendent and appoint some rela-

(From Sunday's Second Edition.) Chicago's Murder Mystery Solved.

tives to office.

CHICAGO, Dec. 8.—The mystery sur-rounding the murder of Alfred Barnes, the janitor of the Hiawatha flats, has finally been cleared up, and Edward Jordan, the assistant janitor of the flat building, is the confessed murderer. This afternoon the pofice succeeded in getting from Anna Mahoney, the woman with whom Barnes had been at one time intimate, an admission that the crime had been committed by Jordan. She repeated her confession in the presence of Jordan and he acknowledged that it was correct. The story of the Ma-honey woman was told in a stolid, indiffer-ent way, she apparently feeling not the slightest compunction for her part in the awful tragedy, and even at times laughing oudly. Her story was that some time ago Jordan came to her and said that Barnes was anxious to get him (Jordan) to put some strychnine in a glass of whisky which was to be given to a policeman named Allen, against whom Barnes had a grudge. Jordan, the woman said, declared to her that he had refused to accede to the wishes of Barnes and had told him that if he wanted any poisoning done to do it himself. Jordan declared that Barnes was perpetually urging him to poison the officer and was afraid that Barnes would injure him if he did not do as he wished. The woman warned Jordan to beware of Barnes, whom she declared to be a treacherous man, and told him that if he did not take good care of himself Barnes would put poison in the food and kill him instead of the policeman. Wednesday night Jordan came to the woman and told her that he had killed Barnes in a fight, and that the body was lying in the cellar of the flat building. He asked her to come and help him clean up the place. She went, as Jordan requested, and found the body lying on a heap of coal near the furnace. She and Jordan stripped the body, and she took \$9 in money and a watch that were found in the murdered man's clothes. She said that she considered herself entitled to this, as Barnes had cheated her out of \$200. She washed up the blood stains around the place as well as she could and then went away. She also took all Barnes's clothes in order to give color to the story that Barnes had gone to Dakota. On Thursday she met Jordan and Jersey on the street, and they told her that they had put the body in a box, which was still in the cellar. She went with Jordan while he engaged an expressman to take the box away, and then went to the flat and watched the two men bring the

body out of the basement.

She laughed heartily in telling of this episode, declaring that "Jersey was frightened all the time, and he did not begin to have the nerve that I had." She went with the men when they took the body away and urged them to correct the body away. and urged them to carry it to the lake shore and put stones in the box so that it would be sunk in the lake. They refused to do this and dumped it into the street, where the police found it. At different times in telling her story the woman seemed to be greatly amused over some of the features of the tragedy and freely admitted that she was glad that Barnes was dead. She had been angry with him for a long time, ever since he had refused to have anything more to do with her.
As soon as she had finished her confession, Jordan was brought in and she repeated what she had told. Jordan ad-mitted he had killed Barnes, and when asked what he had done it with, calmly replied: "You have the tool," meaning the ax in the possession of the police. He said: "Barnes and I had an argument over a missing bolt in the furnace. He called me a liar and rushed at me. 1 grabbed the ax and knocked him down. He never moved or spoke after the first lick. I had to hit him, for if I had not I would have been killed myself." The balance of the story told by Annie Mahoney Jordan

corroborated fully. J. B. Jersey, the first man arrested, confessed early this morning that he had been asked to assist in the murder, but declined. It was his confession that led to the arrest

Kolbites Back Down. MONTGOMERY, Ala., Dec. 8.—The Kolbites have called a halt. Captain Kolb will not play Governor any more for several months at least. A caucus of the leaders of the party was held here this afternoon for the purpose of determining how much longer the farce should be continued. The bill providing a punishment for political usurpers will become a law early next week, and hence the emergency on the part of Kolb's friends for early action. It said that in the caucus many counseled that the only course left was for Captain Kolb to take hold of the reins of govern-ment without further delay. Kolb him-self counseled such action, it is said. The conservative element, however, headed by Senator Goodwin, argued against any such proceedings and contended that the mock assumption of authority could not effect anything whatever. A compromise resolution was finally introduced and prevailed. It provides, in effect, that the pretense of assumption of authority be dropped until it is seen what the Legislature will do toward passing an election contest. If it fails to do so the resolution provides that another State convention will be held. It will be some three months before the Legislature will have completed and adjourned; hence the dual go ... ment will rest for that time at least. The resolution adopted at the caucus follows:
"Resolved, That we act on the side of the law until the present session of the Legislature closes, and if a fair election law is passed, as well as a fair contest law, by which the last State election can be fairly contested, that we will stand by the result of the contest; but if the Legislature shall fail or refuse to pass the two acts above referred to, or shall pass any oppressive laws, then we call on the chairman of our State executive committee to call State convention to consider the situation and adopt some line of action by which we shall be given our rights." Captain Kolb this forenoon, as Governor of Alabama, signed the certificate of elec-tion of Col. W. S. Reese to the federal Senate, to take Morgan's place. It is stated he also signed certificates for the Populist Congressmen of the lower house of Congress. Affidavits were made out and sworn to before W. L. Blakely, a notary

Murdered for Insurance. CHICAGO, Dec. 8.-Sebastian Meyers and John Goetz were arrested to-night on a charge of murdering Louis Peters in order to obtain an insurance policy of \$1,000 on his life, which Peters had taken out in the Independent Order of Foresters. The crime was committed on the night of March 4 last in a saloon kept by Goetz, who was a prominent member of the Foresters, and had organized a lodge of the order. He persuaded Peters to take out the insurance policy and induced him to make an assignment of it to Mrs. Goetz. On the night of March 4 Peters and Meyers, who were both enamored of a pretty servant girl employed by Goetz met at a saloon and began to quarrel. Meyers was heard to say that if he had a revolver he would kill

Peters, and the police now declare that the revolver was supplied by Goetz, who had all along secretly fomented the ill feeling between the men, and had arranged with



Meyers that he should get into a row with Peters and put him out of the way, so that Mrs. Goetz could obtain the insurance. This plan, the officers say, was carried out completely. Peters came to this country three years ago from Alsace, where his people

Good teeth, bright eyes

Sold only in 2 lb. Packages.

makes 'em!

are well to do.

and rosy cheeks. Quaker I

Chicago Preacher Elopes. CHICAGO, Dec. 8.—It was discovered to-day that the Rev. Conrad Haney, one of the most prominent of Chicago's divines, had eloped with Mrs. George W. Brandt, wife of the manager of the Price Baking Powder Company. Haney was pastor of the aristocratic Union Church in Lake avenue, and was recently prominently spoken of as the successor of Prof. David Swing in the pastorate of Central Church. He left a handsome wife and four children,

and is said to have taken all available funds with him, leaving his family desti-It was stated that Mr. Brandt had suspected an intimacy between his wife and the preacher for some time, and yesterday followed them and caught them together at a down-town hotel. There was a stormy scene and Mr. Brandt gave the ministe twelve hours to leave town. Haney did not wait so long, but fled last night, accompanied by Mrs. Brandt. The Brandts live on Forty-sixth street, near Drexel boulevard, and are well known in the aristocratic quarter of Kenwood.

Covered with Molten Metal.

PITTSBURG, Pa., Dec. & .- An accident happened this evening at the Bessemer mill of the Carnegie Steel Company's plant, which severely injured six men, two of whom will die. The men were making the final cast for the day in the foundry and while the immense ladle with eight tons of molten metal was being swung from the furnace to the other side of the room, it was overturned through some unknown was overturned through some unknown cause. Eight men were in the immediate vicinity waiting for the cast. Two of them escaped, but the others were caught and covered by the red-hot mass. When the metal struck the damp floor an explosion followed, which scattered it all over the room. The injured are John Orr, fatally burned all over the body; Philip Schmidt, fatally burned from head to foot; Frank Tompkins, back, face and arms badly burned: Frank Haas, body and legs badly burned; Frank Haas, body and legs burned; Peter Johnson, burned about back and arms; John Jones, burned about body, but was able to walk home. The other injured ones were taken to the hospital.

Finally Forced to Surrender. LEBANON, Ind., Dec. 8.—Capt. Felix. Shumate, after a prolonged illness of several months, died at his late residence in crai months, died at his late residence in this city to-day. During the late war Mr. Shumate enlisted as a private, but was soon promoted to captain of Company I, of the Tenth Indiana Regiment, and put in four years of efficient service. In 1886 he was appointed chief doorkeeper of the House of Representatives of this State.

During General Harrison's administration
he served in the capacity of postmaster in
this city. The Captain received a gunshot
wound during the close of the war, the
contents of which he has carried in his side until a short time ago, when the same was removed. This improved his condition for a short time, but at last the Captain was forced to surrender. Mr. Shumate was an honored citizen, having been a member of a committee of five appointed by Governor Matthews to locate the position of the Indiana troops on the battlefield of Chickamauga.

Ives Defeats Schaefer. CHICAGO, Dec. 8.-Ives won the final game in the tournament to-night, defeating chaefer by a score of 600 to 456. The totals Schaefer by a score of 600 to 456. The totals for the six nights' play are: Ives, 3,600; Schaefer, 2,831. The game to-night was devoid of especial features. Both men played well, but did nothing brilliant. The largest runs made by Ives were 165, 140 and 90; the largest by Schaefer, 125, 72 and 65. At the conclusion of the games Ives was presented with a billiard cue made entirely of buffalo horn, the buffalo having been killed long ago by Col. Cody. Score:

Ives—12, 0, 25, 0, 2, 15, 90, 165, 30, 8, 10, 12, 140, 74, 17—600. Grand total, 3,600.

Schaefer—72, 1, 0, 125, 25, 21, 73, 14, 0, 4, 5, 65, 50—456. Grand total, 2,831.

Scientist Holden Honored. SAN FRANCISCO, Dec. 8.—Dr. Edward S. Holden, director of the Lick Observatory, received, yesterday, from the Secretary of State of Saxe Meiningen, the cross and decoration of commander of the Sake Ernestine Order, in recognition of his services to science. This order was originally founded in 1690 and reorganized in 1883. It is ices to those who hold high positions, military or civil. At present there are eight-een commanders of this class in Germany.

The Co-Operative Brotherhood. CARTHAGE, Mo., Dec. 8.—The Co-opera-tive Brotherhood is the name of an organ-ization now being formed by a number of Missourians of a socialistic turn of mind, with A. B. Francisco, of Clinton, as presi-dent, and George W. Williams, of Humansville, as treasurer. It is proposed to es-tablish a colony, where a practical dem-onstration of the Bellumy idea of life may be given.

Fought with Clubs. CLEVELAND, Dec. 8 .- John Riley and William Bates, mill men at Miles, O., had a disagreement to-day and decided to settle it by fighting with clubs. They went a short distance into the country with friends and had it out. The fight lasted three minutes, and Riley is so badly hurt that it is believed he will die. No arrests have been made.

Only \$1,208 Stolen. FORT WORTH, Tex., Dec. 8.-Superintendent Aiken, of the Pacific Express Company, authorizes the statement that the loss by the train robbery of Thursday, near Fort Worth, was \$1,207.99. Of this sum \$1,000 was in silver dollars and a small part

of the sum was represented by the value of some jewelry taken. May Pay the Insurance. TOPEKA, Kan., Dec. 8.-It is stated here that the Hillmon insurance case, which has been in the courts so long, and interest in which has recently been revived by the reported finding, in Arizona, of Hillmon, is soon to be ended by the insurance com-panies paying the \$80,000 to Mrs. Hillmon.

Pension Forger Convicted. LITTLE ROCK, Ark., Dec. 8.—Jere Haralson, ex-Congressman from Alabama, was to-day found gullty of pension forgery and his punishment left with the court.

One Thing Lesseps Did. New York World. De Lesseps was another man who showed the world, particularly the English, how

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Arrive Logansport. .1:20 p. m. 2:15 a. m.

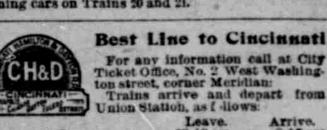
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